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PACIFIC FRUIT EXPRESS COMPANY

November News Letter

San Francisco, November 21, 1956

ALL P.F.E. EMPLOYEES

P.F.E. LOADINGS

	1956			1955		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
October	30,165	4,744	34,909	32,691	5,871	38,562
Jan.-Oct.	296,733	34,310	331,043	296,671	35,191	331,862

CAR SITUATION

With adequate supplies of standard cars on contract lines and a favorable west tide in prospect, November and December loading may be protected with a minimum use of foreign mechanical equipment and foreign loads in switch movement from connections for line haul on contract roads. Some surplus PFE cars developing from unloads in New England States are being turned to the B.A.R. and Canadian National Service.

The situation on mechanicals and ice bunker supers will continue on a close basis with occasional shortages and slight delays during November and December.

CROP CONDITIONS

Along Union Pacific:

Shipping from Northwestern District during the month will consist of apples, some tree fruits, potatoes and miscellaneous items such as frozen foods, beer and canned goods, with total loading ranging from 20 to 40 daily.

In Utah-Idaho District storing of apples, onions, and potatoes has been completed and loading will be in normal seasonal volume through November and December with usual fluctuations preceeding and following the Holidays.

In the Eastern District, Colorado vegetables are nearing the end of harvest. Western Nebraska potatoes are moving at rate of a few cars daily. Shipping from the Missouri River points consists mainly of meat, packing house products and miscellaneous.

Along Southern Pacific:

Oregon. Shipments of pears from storages in the Rogue River

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Valley are in normal seasonal volume for holiday markets. Movement of potatoes from storages in the Klamath Basin has been light due to poor market conditions, however, some improvement is expected after mid-November. Canned goods, frozen foods and onions are moving from the Willamette Valley in normal seasonal volume.

Northern California: The Emperor Grape Harvest was completed in early November and future shipments will be from storages governed by market conditions. Storages are less than last year due to smaller crop. Tomato movement from the Tracy area and lettuce shipments from Brentwood and the Salinas area will decline rapidly with final shipments about November 20. Celery and other vegetable shipments will be in heavy volume through mid-November for Thanksgiving markets, then decline steadily until December 1 when they will again increase for the Christmas markets. Citrus movement from the Porterville area started the first week of November and will increase steadily. Canned goods and frozen food shipments will be in normal seasonal volume.

Southwestern Territory: Lettuce shipments from the Salt River Valley started the latter part of October and will reach peak volume during mid-November and start to decline the end of the month. Imperial movement started in light volume November 8 and will increase gradually. First shipments are expected from Yuma about November 20. The West Coast of Mexico vegetable movement is expected to start latter part of November. Citrus movement from the Los Angeles-Oxnard area will decrease steadily through November. Vegetable movement from the Guadalupe area will be in normal seasonal volume.

Texas: Vegetable movement from the Eagle Pass-Uvalde area and the Rio Grande Valley will be in light volume due to unfavorable growing weather.

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K. V. PLUMMER

Vice President & General Manager

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P.F.E. Leases E.M.D. Experimental Mechanical Car. Nov. '56

For a period of 90 days from November 1 an experimental mechanically refrigerated car designed by Electro-Motive Division of General Motors Co. will be in P.F.E. service under test arrangement, designated PFE 301,000.

This is a 50-foot car embodying some novel features in structural design as well as mechanical refrigeration equipment.

The carbody makes use of the envelope principal adopted by PFE for its mechanical cars thus far. However, instead of locating the strength members in the outside wall (usual construction) inner walls of corrugated steel attached to suitable roof and floor carry the stresses. Two electric fans circulate air in the lading compartment when desired. The entire carbody can be lifted from the underframe and, in service, is free to move forward or rearward on the underframe a distance of 1 inch to "ride out" severe shocks, such movement being controlled by a friction braking arrangement. Light weight of the car is 89,500 lbs.

The refrigeration unit is quite similar to our Frigidaire equipment with the following exceptions:

Starting is accomplished by hydraulic means instead of by electric storage battery and motor.

The generator is of the induction type and has no brushes or slip rings, the objective being, of course, to eliminate one source of trouble.

For those interested in a little more detailed information, E.M.D. advice of October 24, 1956, is given as follows:

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Power

Detroit Diesel 2-71, Model 2044-A with the following exceptions:

1. Hydraulic Starter "G.M. Hydrostarter".

Consisting of a starter, acumulator, reservoir, engine driven pump, hand pump, pressure gauge, and a manual fuel primer pump.

This unit operates on a nitrogen pre-charge of 1200 P.S.I. at 70° F. and 75% diesel fuel oil and 25% No. 10 lubricating oil (capacity of 10 quarts of fluid).

2. Induction Generator Control.

This device which is mounted on the engine governor, consists of a voltage sensing solenoid VRS and a hydraulic pilot valve and power piston which works on the governor speeder spring.

The pilot valve spring setting determines the voltage and frequency at which the system works. This has been set and should require no inspection.

Since this device maintains a constant voltage per cycle ratio, which has been established as the optimum value for the various motors used, the system does not operate at a fixed voltage and frequency. Instead the performance will simulate that of a governor with a negative speed droop characteristic. See Wiring Diagram No. 8220577 for working voltages at the various loads.

These voltages are not critical as long as the voltage-frequency ratio is correct as shown below:

	R.P.M.	Voltage
Idle	1000-1050	200-210
One compressor	1100-1150	220-230
Two compressors	1160-1240	230-250
Heating	1100-1150	215-225

3. "V" Belts and crankshaft pulley.

This unit used "B" section pulleys and are 62" belts, due to an increase in crankshaft pulley diameter.

The radiator core is shrouded.

4. Oil dash pot on "Fail, Safe Device".

An oil cylinder devised to hold the engine air valve open long enough to let the oil pressure side latch with air valve tee bar.

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One compressor	1100-1150	220-230
Two compressors	1150-1210	230-250
Heating	1100-1150	215-225

3. "V" Belts and crankshaft pulley.

This unit used "B" section pulleys and are 6" belts, due to an increase in crankshaft pulley diameter.

The radiator core is shrouded.

4. Oil drain pot on "Full Sure Device".

An oil cylinder devised to hold the engine air valve open long enough to let the oil pressure side latch with air valve toe bar.

This engine has a 50/50 coolant in radiator (Zerex) and has Shell Rotelo #30 lubricating oil in crankcase.

ELECTRICAL

1. Induction type generator.

This machine has no brushes or slip rings. On the top of the generator is a box containing capacitors, which furnish excitation for the generator and which require no maintenance.

2. Control panel.

This panel is an E.M.D. circuit and most controls are "Square D".

3. Thermostat control.

Penn switch, same as on Frigidaire equipment.

REFRIGERATION

1. Frigidaire dual 5 HP condensing unit.

2. Evaporator coil is a custom coil for E.M.D.

3. 7000 Watt heating elements in evaporator coil for heat.

DEFROST

This car has a time defrost mechanism. The defrost period is every 7-days and is operated automatically by a clock in the control panel box.

This refrigerator car is of the cold wall type, cooling air circulates through the ceiling ducts, from the evaporator end toward the rear end, passing down the side walls and end, and returning to the evaporator through the floor air ducts. The car is an envelope construction, all steel, all welded. It is equipped with floor racks and lading compartment circulating fans. These fans are manually operated by a switch on the outside of the control panel box in the Equipment Engine Compartment.

The Refrigerated Box is completely independent of the underframe. There are four points of suspension on the carbody and located at each bolster corner. There is a secondary cushioning device incorporated in the carbody construction; this is located directly below the 8 ft. car doors on each side of the car. Their function is to absorb the shock loads being transmitted from the underframe.

The car is equipped with 70 ton trucks, Hyatt roller bearings, and a single 400-gallon fuel tank with Liquidometer fuel gauges and

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The car is equipped with 70 ton trucks, Hyatt roller bearings, and a single 400-gallon fuel tank with liquidometer fuel gauges and

fuel filter tubes on both sides of the tank.

There are two Liquidometer thermometers in the car registering inside lading air temperatures, the dials are mounted on the equipment compartment access door side of the car.

National Malleable M-275 draft gears and type "E" couplers are standard equipment.

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